Government of Saskatchewan

Annual Report 1987-88

Saskatchewan Rural Development

89-02676/

Annual Report
1987-88

Saskatchewan
Rural
Development

for the fiscal year ending
March 31, 1988

Minister
Hon. Neal Hardy

Saskatchewan
Rural
Development

3085 Albert Street
Regina, Saskatchewan
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Letters of Transmittal

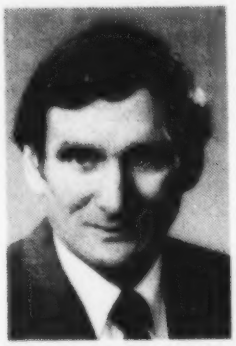
The Honourable Sylvia Fedoruk,
Lieutenant Governor,
Province of Saskatchewan

Your Honour:

I have the honour of submitting the annual report of the Department of Rural Development for the year ending March 31, 1988.

Respectfully submitted,

Neal H. Hardy,
Minister of Rural Development



Honourable Neal H. Hardy
Minister of Rural Develpment

The Honourable Neal H. Hardy,
Minister of Rural Development,
Regina, Saskatchewan

Sir:

I wish to present to you the annual report for the Department of Rural Development for the twelve months ending March 31, 1988.

Respectfully submitted,

W.H. Reader,
Deputy Minister of Rural Development

W.H. Reader
Deputy Minister of Rural Develpment

Mission and Objectives

Mission:

The Department of Rural Development's mission is to research, develop and administer programs and policies which enhance the socio-economic well-being of rural residents in a manner which achieves maximum benefit from the resources and mandate prescribed by the Government of Saskatchewan.

Objectives:

- To co-ordinate the provincial government's efforts in rural development.
- To maintain and enhance the rural way of life.
- To support economic and social development in rural areas.
- To foster local initiative and control in matters affecting rural residents.
- To enhance the role and autonomy of municipal governments.
- To improve the range and quality of services available to rural people.

Programs:

Designated Road Program

- To provide financial and technical assistance.
- To establish and maintain roadway standards.
- To ensure traffic safety standards.

Community Planning

- To assist rural municipalities with their community planning and resource management endeavours.
- To encourage appropriate municipal land use and resource management practices within rural Saskatchewan.
- To administer "The Planning and Development Act" through the process of reviewing development plans, zoning bylaws and subdivision proposals pertaining to Rural Municipalities.
- To administer the Abandoned Railway Right-of-Way Land Use Program.
- To represent Rural Development in the Environmental Impact Assessment review process.
- To review rural-urban annexation proposals from a Rural Development perspective.

Community Development

- To facilitate the social and economic development of rural Saskatchewan.

Municipal Finance and Advisory Services

- To provide an advisory and consultative service.
- To draft proposed legislative amendments.
- To provide statistical reports.
- To review financial statements, budgets and accounting procedures.

Revenue Sharing

- To provide funding through annual grants to rural municipalities to ensure fiscal viability.

Planning and Research

- To provide road planning services.
- To provide input for program and policy development to best serve the interests of rural municipalities.
- To allocate the unconditional revenue sharing funds to rural municipalities and organized hamlets.
- To conduct department research on policies and programs affecting rural municipalities and rural residents.
- To administer the traffic safety program that provides financial and technical assistance to rural municipalities.

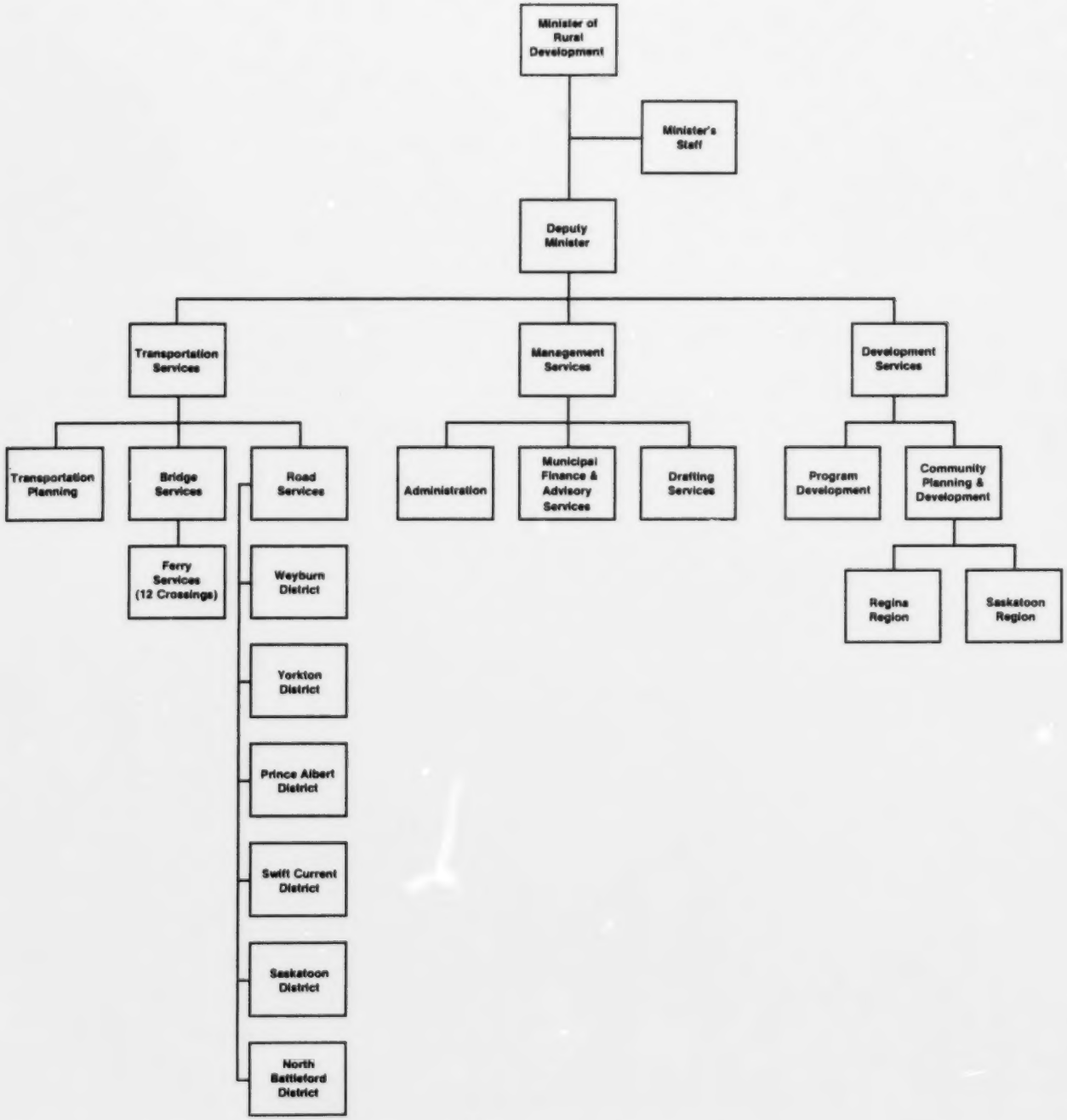
Bridge Program

- To provide financial and technical assistance for the construction and maintenance of bridge facilities.
- To maintain an inventory of bridges and the condition of bridges in Rural Municipalities.

Ferry Program

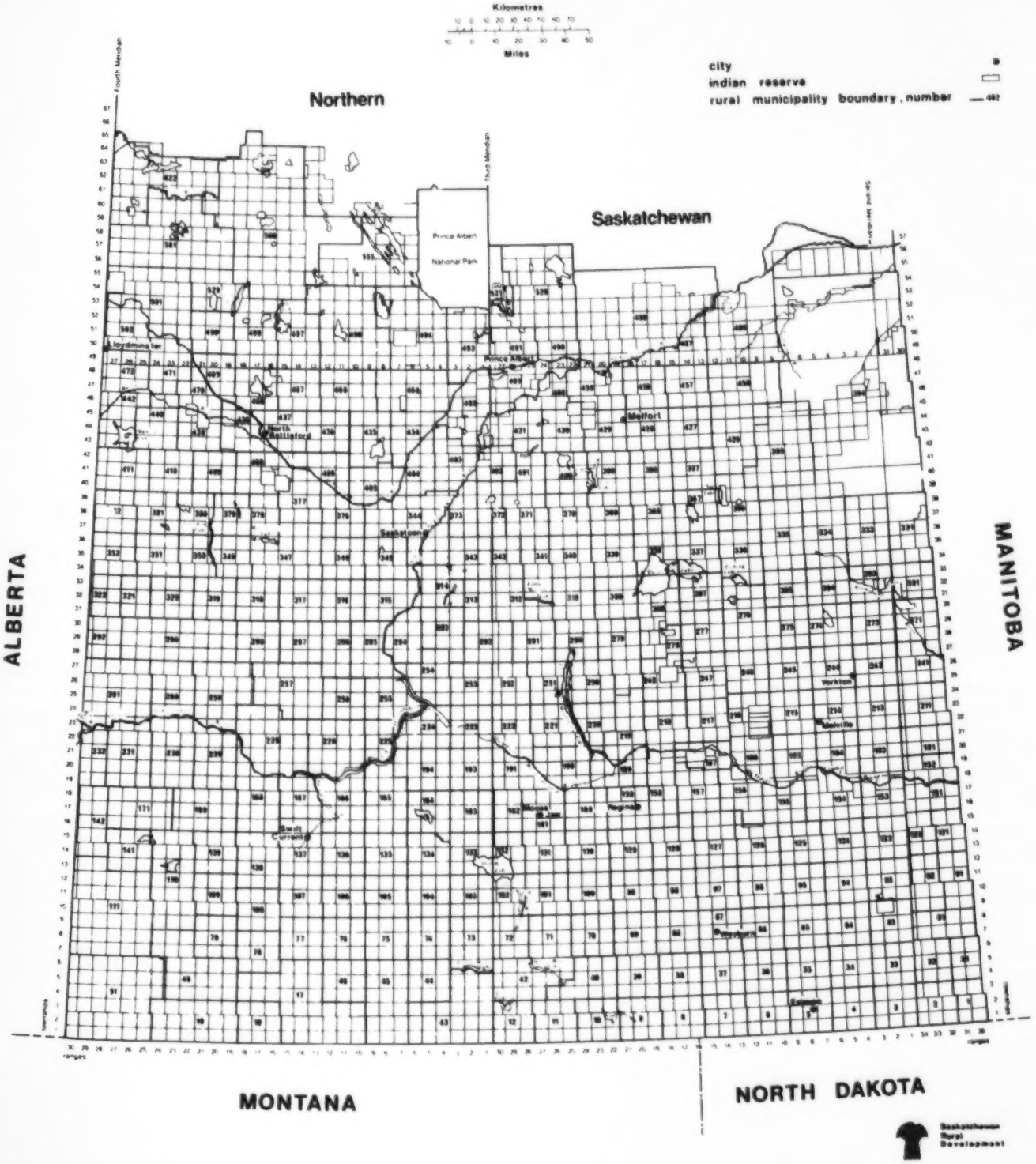
- To operate provincial ferry crossings as part of traffic management and transportation access in the municipalities.

Organizational Chart



March 1988

SOUTHERN
SASKATCHEWAN
RURAL MUNICIPALITIES



Saskatchewan Rural Development

Administrative Services

The Administrative Services Branch provided central support services to all branches of the Department in the areas of accounting, purchasing, budgeting, personnel, training, mail, space allocation, and government vehicle control.

Permanent Establishment (March 31, 1988)

	Regina	Regional	Total
Executive and General Administration	16	—	16
Municipal Finance and Advisory Services	5	—	5
Transportation Planning	5	—	5
Road Services	3	34	37
Bridge Services	6	—	6
Drafting Services	4	—	4
Community Planning and Development	11	8	19
	50	42	92

Expenditures

	1987-88		1986-87	
Program Services:				
Administration	994,866		907,011	
Ferry Services	1,162,696		1,595,216	
Transportation Planning	222,882		307,832	
Municipal Employees' Superannuation	0		171,023	
Municipal Finance and Advisory Services	257,691		306,450	
Community Planning	699,900		672,319	
Road Services	1,905,556		2,318,872	
Bridge Services	236,441		267,825	
Drafting Services	157,822		180,768	
Rural Community Development	318,357		—	
Saskatchewan Property Management Corporation	398,012		—	
Members of the Executive Council	29,794		—	
Grants to Community Economic Development	132,105		—	
Sub Total	6,516,122	12%	6,727,316	12%
Grants:				
Rural Revenue Sharing	47,630,063		48,497,202	
Rural Development Corporations	190,000		73,514	
Indian Reserve Roads	20,905		87,139	
Other Rural Organizations	21,032		6,000	
Sub Total	47,862,000	88%	48,663,855	88%
Department Total	54,378,122	100%	55,391,171	100%

Municipal Grants

Rural Revenue Sharing

Under the province's revenue sharing program, Saskatchewan Rural Development distributes annual grants to R.M.'s. In 1987-88 rural municipalities shared over $47 million for specific projects and locally determined programs.

Unconditional Grants

Grants totalling $17,331,344 were paid to rural municipalities on an unconditional basis according to the established formula.

Conditional Grants

Conditional grants for rural municipalities were paid out during the year under review for the following purposes:

Primary Grid	$7,864,366
Main Farm Access Roads	6,945,462
Bridges	1,903,979
Maintenance	3,757,011
Industrial Access Roads	452,837
Resort Roads	411,389
Traffic Safety	81,137
Traffic Counts	166,259
Regional Park Roads	475,348
Indian Access Roads	17,624
Timber Roads	69,182
Fire	213,842
Recreation	186,267
Legal Surveys	49,797
Regravel	3,957,150
Reconstruction	2,829,383
Heavy Haul	861,436
Road Inventories	56,250
Total	**30,298,719**

Inter-Municipal Programs

Municipalities which agree to offer common recreation and fire protection services to their residents are eligible for inter-municipal revenue sharing grants.

Two or more neighbouring municipalities may qualify through a formal agreement, and in some cases an association is necessary to administer the services. It is up to an individual municipality to initiate the agreement and to work out the terms and conditions.

Heavy Haul and High Volume Road Program

This program provides grants to rural municipalities for upgrading their major industrial and heavy traffic routes to a higher standard capable of accommodating heavier weight vehicles and high volumes of traffic.

Heavy oil activity regions are one of the major recipients of grants under the program. Major grain haul and gravel haul routes are also eligible. A total of $861,436 was spent on projects under this program in 1987-88.

Assistance for Construction of Roads in Indian Reserves

This program provides for the maintenance of designated roads on Indian Reserves. Grants in the amount of $20,905 were paid during 1987-88.

Rural Development Corporations

This program encourages inter-municipal co-operation in socio-economic development. This program provides financial assistance to establish and operate a regional development body, comprised of four or more adjacent municipal members, one of which must be a rural municipality.

During 1987-88, three rural development corporations were granted operating funds. The Poplar Hills R.D.C. comprised of 3 urban and 3 rural municipalities in the Wood Mountain region, and the Sage Hills R.D.C., comprised of 5 urban and 1 rural municipality near the location of the former Canadian Forces Station Dana, each received $50,000. The New Opportunities R.D.C. comprised of 3 urban and 1 rural municipality received $65,000.

Progress was made toward the establishment of five additional Rural Development Corporations.

Drafting Services

Rural Development Drafting Services Branch provides drafting, graphic and technical support services to all branches and districts of the department. The branch provides an extensive rural map library distribution centre with sales to the private sector and general public.

During 1987-88 branch activity included the following:

— Preparation of 6 compiled plans for organized Hamlet status
— Preparation of 1 R.M. zoning and plan map, indicating land use criteria
— Amendments to existing plans for 8 R.M.'s
— Updating of 299 rural municipal road construction project maps with 1,054.1 km of new construction
— Revision of 75 rural municipal inventory maps to show road standards, farm residences, urban centres, lakes, rivers, and railways in each rural municipality.

Board of Examiners

The Board of Examiners (Rural), appointed under the provisions of The Department of Rural Development Act, is responsible for the issuance of certificates of qualification to administrators of rural municipalities. The Board consists of one staff member of the Department who serves as chairman, one representative from the Saskatchewan Association of Rural Municipalities and one representative from the Rural Municipal Administrators' Association.

Type of Certificate	Number Issued — 1987-88
Rural Class "C"	34
Rural Class "A"	18
Rural "Superior A"	8

Community Planning Services

The Community Planning Services Branch assists the province's 299 rural municipalities and 18 advisory district planning commissions with their responsibilities. The Planning and Development Act, 1983, the Subdivision Regulations and the Dedicated Lands Regulations provide the enabling legislation by which R.M. Councils can adopt planning and zoning bylaws and manage development proposals.

Additional branch administrative responsibilities include The Municipal Expropriation Act as it pertains to rural municipalities; representing Rural Development in the Environmental Assessment Review process; liaison with Urban Affairs, respecting annexations, inter-municipal, rural and lake management planning programs; Qu'Appelle Valley land use planning; and the Abandoned Rail Line Disposition Program.

As statistics to the end of 1987-88 fiscal year, there were:

— 17 Advisory district planning commissions
— 2 District development plans
— 21 District zoning bylaws
— 27 R.M. development plans
— 16 R.M. Basic Planning Statements
— 140 R.M. zoning bylaws
— 116 R.M. councils provided with planning assistance

During 1987-88 fiscal year, planning bylaw adoption progress was as follows:

— 6 New Development Plans
— 6 New Basic Planning Statements
— 5 R.M. development plan admendments
— 9 New zoning bylaws approved
— 114 Zoning bylaws amended
— 4 R.M.s with interim development control
— 68 R.M.s requested assistance in preparing planning bylaws

As joint responsibilities with other agencies, the following were completed:

— 23 Environmental Impact Assessment reviews
— 25 Municipal boundary alterations
— 8 Urban Affairs subdivision referrals

Current progress in the Abandoned Railway Right-of-Way Disposition Program is as follows:

— 53 local advisory committees are projected to be responsible for the management and disposition of abandoned railway rights-of-way transferred to the province.
— 34 committees have successfully concluded their disposition duties.

Subdivision activity during 1987-88 was as follows:

— 1311 subdivision proposals received
— 1118 subdivision approvals issued
— 8 subdivisions refused
— 141 subdivision files closed
— 25 subdivision re-approvals
— 321 subdivision files active
— 16 public reserve status changes

Highlights of branch activity to the end of 1987-88 were as follows:

— Successful integration of community planning and community economic development activities within the branch
— Further progress in abandoned railway right-of-way disposition
— Completion of several lake management programs, development plans and zoning bylaws
— Co-ordination of Qu'Appelle Valley transition program involving 20 rural municipalities
— Resolution of several longstanding development concerns
— Successful adoption and implementation of a number of new municipal planning and zoning bylaws including the first rural municipal basic planning statements.

In summary, there continues to be significant rural municipal interest in development planning. R.M. requests for branch assistance in the appropriate management of development are frequent. Ongoing co-ordination and consultation through the planning process ensure municipal autonomy, enhancement of social and economic development, and successful decision-making at the local level.

The branch maintains two regional offices in Regina and Saskatoon. Branch staff includes seven professional planners, five full-time planning technicians, two full-time clerk typists and one part-time clerk typist.

Community Development

The function of the Community Development Branch is to provide a range of social and economic development programs and services to small centres and rural municipalities in the province, thus assisting them in maintaining their viability as communities and securing their future to the greatest degree possible. Branch activities are geared to achieving wide distribution of the province's social and economic growth and diversification opportunities, ensuring that all communities, regardless of size, location or status, will share in development as much as possible and practical. Key objectives are enhanced local autonomy and initiatives in the development process.

The branch offers advice and guidance to municipalities seeking it; provides programs, including grants to community economic development committees, and rural development corporations; compiles, publishes and distributes information on selected communities and areas through community profile programs; assists potential entrepreneurs, through interviews, inter-agency co-ordination and referrals to appropriate community economic development committees and rural development corporations; recognizes community based initiatives to foster social and economic development in rural areas; and strengthens rural community leadership through training publications and seminars to better understanding of the development process, how to address development issues and how to undertake community based initiatives.

During the 1987-88 fiscal year the following were undertaken:

- 410 municipalities were provided with advice respecting social and economic development processes and opportunities through meetings, telephone conversations and written correspondence.
- ongoing staff assistance was provided to 54 community economic development committees. A total of six to eight meetings were held with each committee.
- the province's first three rural development corporations were established and meetings were held to discuss the establishment of 18 new rural development corporations.
- grants totalling $132,105 and $190,000 respectively were provided to community economic development committees and rural development corporations.
- community profiles were maintained and distributed for 350 communities.
- over 700 entrepreneurs were provided with staff assistance.
- community leadership and economic development training sessions were provided to each community economic development committee and rural development corporation.
- a Minister's conference was held for community economic development committees and rural development corporations.

The branch's programs have gained considerable interest and involvement among the residents and municipalities of rural Saskatchewan. In particular, the rural development corporation concept gained impetus during 1987-88. Significant further progress in this program is anticipated in 1988-89.

Branch programs were administered from offices in Regina and Saskatoon.

Transportation Planning

During the year under review, the Transportation Planning Branch was responsible for designating and co-ordinating road system planning for rural municipalities, conducting research into transportation issues, distribution of unconditional revenue sharing funds and provided research, technical and financial assistance to rural municipalities to reduce the social and economic loss due to municipal traffic accidents.

Road Planning

During the 1987-88 fiscal year, the branch completed a major road rationalization project. The designated road network totalling 54,800 kilometres was reviewed and road classifications and assistance rates were restructured to place greater emphasis on higher volume roads. Meetings were held with virtually all rural municipalities to finalize the network eligible for provincial assistance. The revised designated road network was reduced by 2,000 kilometres and now totals 52,800 kilometres.

The Heavy Haul and High Volume road program, initiated in June 1985, provides incremental funding to rural municipalities to upgrade roads which carry heavy haul or high volume traffic. Applications for 2,924 kilometres of Heavy Haul and High Volume road were received and 876 kilometres were approved for assistance to the end of the fiscal year.

To facilitate road planning, traffic studies were carried out on 5,800 kilometres of road by our staff. Vehicle classification studies were carried out at numerous locations to determine the level of truck traffic on the roads under study.

During 1987-88, the branch successfully transferred the municipal road inventory program to Engineering Consultants. Under branch supervision, the consultant conducted inventory in 75 rural municipalities to update road inventory and planning maps.

The rural road inventory provides an essential information base on existing roads and standards, farm homes, industries, resort developments, etc. that is required in planning and assessing the roadway needs in each rural municipality.

In addition, the road class information is one of the input factors in the calculation of the unconditional revenue sharing grant.

Under branch supervision, consulting engineers conducted traffic studies in 60 rural municipalities. The traffic data forms the basis for designating roadways eligible for provincial assistance, and road design standards. Eligible maintenance grants to rural municipalities are also based on traffic volumes.

The traffic data is in regular demand by various government agencies and rural municipalities which rely on the data to establish their construction and maintenance priorities.

The branch was responsible for setting up Timber Haul Road Maintenance agreements in eight rural municipalities whereby the Department of Rural Development pays 100 percent of the maintenance cost on the designated haul routes up to a maximum of 3.73^{3}/cord/km. The maintenance agreements compensate rural municipalities for overweight hauling of timber.

Research

In the fiscal year of 1987-88, research focused on rationalizing the municipal road network and restructuring the assistance rates for various road programs to reflect the changing needs of rural municipalities.

Areas of research included:

— Road rationalization.
— Research into rural revenue sharing to ensure equitable distribution of conditional and unconditional funding.
— Research into municipal financing.
— Review of grain transportation issues.

Research projects undertaken during the year included:

— 1987 mill rates survey including municipal, school and hospital mill rates.
— Analysis of unconditional and conditional grant options under road rationalization.
— Monitored developments related to branch line abandonment and impact on roads.
— Participated and provided input into a joint Provincial-Federal study entitled 'The Rural Transportation Development Planning Study'.
— Update of organized hamlet reserve accounts.

Revenue Sharing

The branch was responsible for reviewing and updating the input into the equalization grant formula to ensure an equitable distribution of funds.

The branch determined the distribution of $16,480,962 unconditional revenue sharing funds to rural municipalities for the 1987-88 fiscal year.

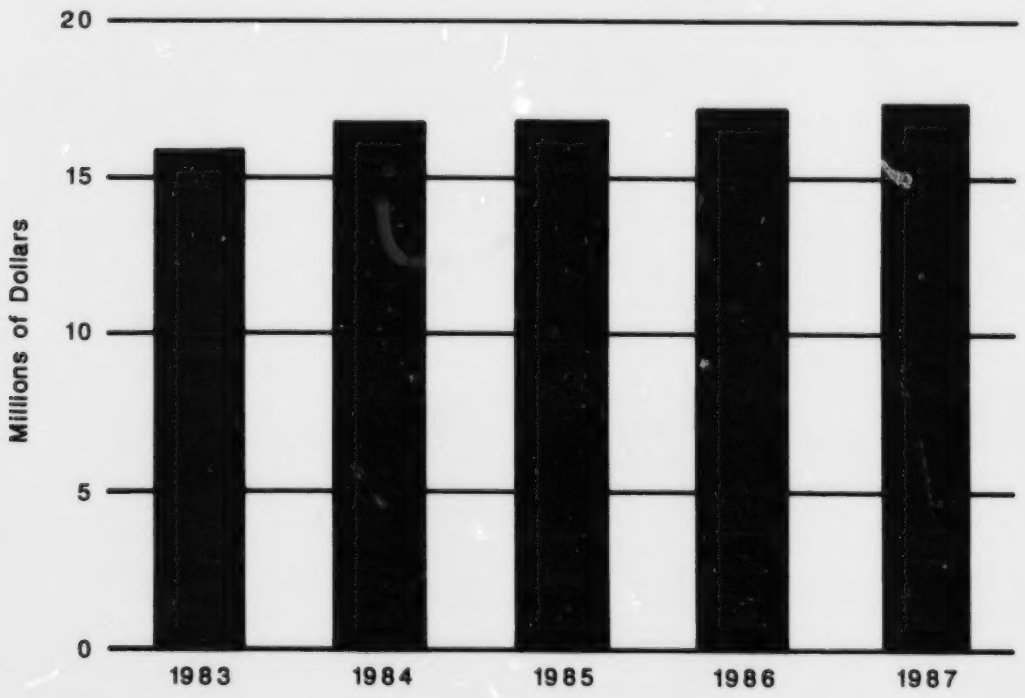
The branch also determined the Main Farm Access construction assistance rate for each rural municipality. This rate forms the basis of provincial assistance for all our road programs.

The branch was responsible for the distribution of organized hamlet grants. For the 1987-88 fiscal year $848,245 was allocated to 154 hamlets.

The grant consisted of a base amount and a per capita grant to assist small communities in providing services.

Unconditional Revenue Sharing Grants

(Including Organized Hamlets)



Traffic Safety

An expanded Traffic Safety Program implemented in 1982 has been well received by the municipalities. This program provides assistance to rural municipalities for traffic safety countermeasures which include signing, clearing of sight triangles, centreline striping and intersection improvements. During 1987-88, 81 rural municipalities participated in the program.

Through the "Traffic Accident Information System" this branch, in conjunction with the district office staff, is able to monitor and analyze municipal road traffic accidents to identify and correct roadway deficiencies.

Throughout the year, a number of recommendations were made to rural municipalities for improvements of potentially hazardous locations.

Year end accident information is forwarded to rural municipalities. This information, enables rural municipalities to take corrective action and contribute to reducing the municipal accident rate and the economic loss. The economic loss due to property damage accidents was $12.7 million in 1987.

Fatalities were down by 12% and injuries by 2% from the previous year. The accident rate for municipal roads declined by 15%.

Since 1982, there has been a trend to fewer accidents, fatalities and injuries on the municipal road system. These reductions can be partly attributed to the Traffic Safety Program.

Signing

The branch is responsible for developing and monitoring sign standards and specifications to ensure that municipal signing conforms to the Canadian standards. New signs, signing techniques and materials are evaluated and adopted for use on the municipal road system.

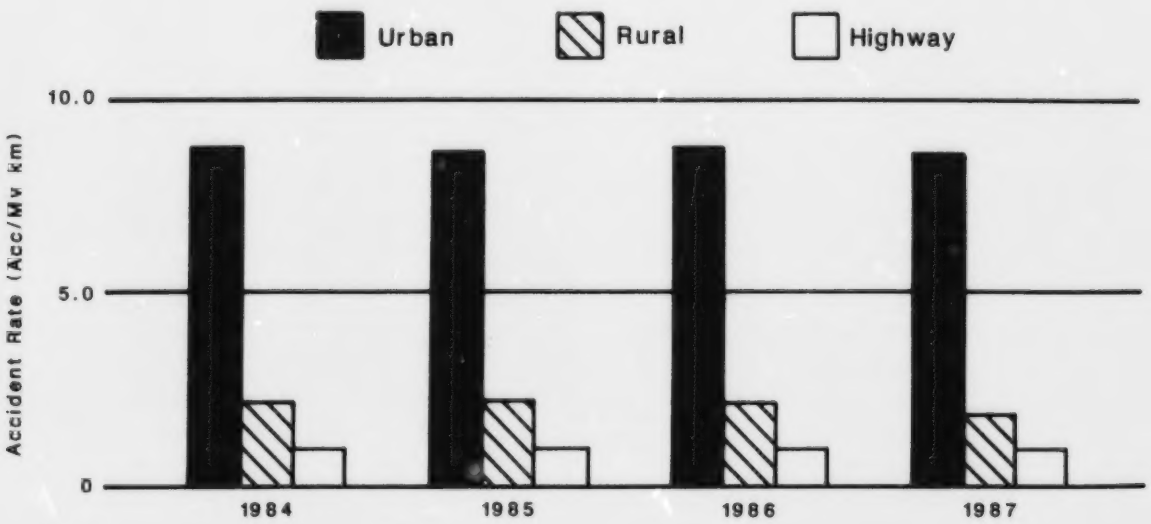
The branch participated on the Council on Uniform Traffic Control Devices for Canada and Technical and Research Committee. Membership includes various road agencies from across Canada with the objective of standardizing signing, signals and pavement markings.

Railway Crossing Signalization

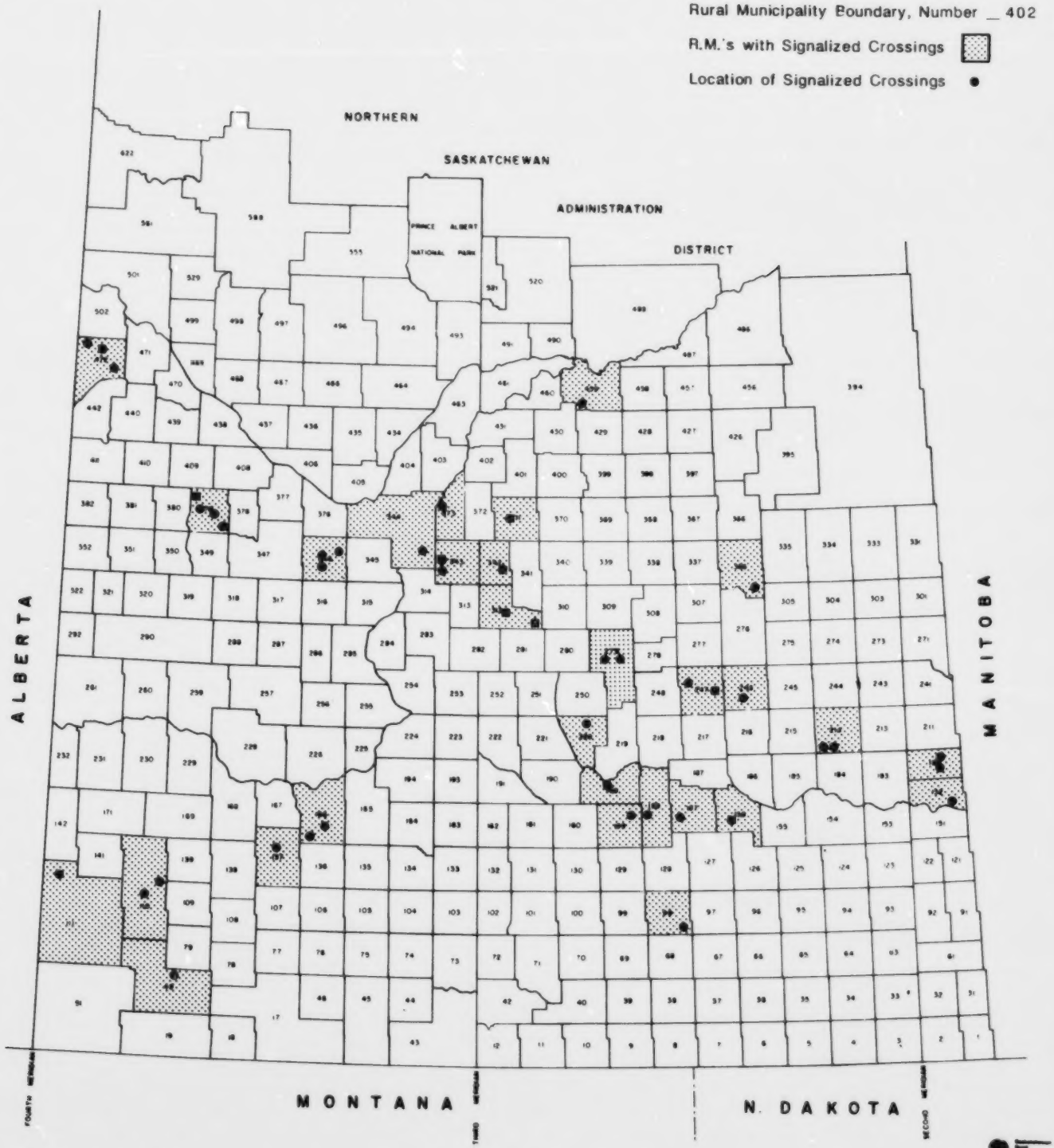
During 1987-88, this branch co-ordinated the site inspections of three municipal road-railway crossing locations to determine the need for automatic signal protection. The Canadian Transport Commission has approved two locations for signalization and a decision is pending on one location.

To date there are forty-five municipal road railway crossings that have automatic protection.

Trends in Accident Rate by Road System



SASKATCHEWAN
RURAL MUNICIPALITIES
Signalized Railway Crossings
on the Municipal Road System



Rural Municipal Roads — 1987

Severity of Accidents by Month

	Number of Cases				Number of Victims						
Month	Property Damage	Personal Injury	Cases Fatal	Total	Number of Injured	Victims Killed	Single Vehicle Accidents	Motorcycle Accidents	Bicycle Accidents	Pedestrian Accidents	Estimated Damage
Unknown	2	0	0	2	0	0	2	0	0	0	$ 2,200
January	177	43	2	222	59	2	186	0	0	0	570,467
February	140	31	2	173	52	2	152	0	0	0	356,949
March	120	25	6	151	43	7	131	0	0	0	433,947
April	186	64	1	251	118	1	218	2	0	0	675,456
May	298	117	4	419	192	8	360	11	0	1	1,346,208
June	329	90	1	420	136	1	364	6	0	0	1,867,615
July	310	92	6	408	131	6	358	3	2	0	1,459,163
August	308	82	5	395	133	5	343	6	0	1	1,235,112
September	349	94	2	445	136	2	392	4	1	1	1,103,701
October	384	91	5	480	141	5	445	2	0	1	1,454,165
November	369	86	7	462	142	9	425	0	0	0	1,266,858
December	284	67	1	352	97	1	322	0	0	1	885,144
Grand Cum.	**3,256**	**882**	**42**	**4,180**	**1,380**	**49**	**3,698**	**34**	**3**	**5**	**$12,656,985**

Fatalities by Road System

Year	1982	1983	1984	1985	1986	1987
Highways	118	126	105	100	130	119
Rural	61	53	61	48	56	49
Urban	52	39	44	46	42	52
Other	9	17	11	20	17	16
Total	**240**	**235**	**221**	**214**	**245**	**236**

Injuries by Road System

Year	1982	1983	1984	1985	1986	1987
Highways	2,155	1,967	1,822	1,984	1,883	1,888
Rural	1,598	1,477	1,421	1,465	1,413	1,380
Urban	4,510	4,597	4,453	4,820	5,249	5,590
Other	253	221	208	196	284	277
Total	**8,516**	**8,262**	**7,904**	**8,465**	**8,829**	**9,135**

Ferry Services

Twelve cable ferries were in operation during the 1987-88 ferry season, eight on the South Saskatchewan River, three on the North Saskatchewan River and one on the Saskatchewan River.

Ferry service commenced on the South Saskatchewan River at the Lancer Ferry crossing on April 9 and on the North Saskatchewan River at the Paynton Ferry crossing on April 19. Riverhurst Ferry operates across Lake Diefenbaker. It commenced service on April 17 and continued until December 30. The Cumberland House Ferry crossing, located on the Saskatchewan River, commenced service on April 18 and continued until November 18.

The private sector was contracted during the year to carry out all necessary construction and maintenance programs. During the first year of a pilot project, the Department provided a grant to partially fund the private operation of one additional ferry on the South Saskatchewan River, near Fenton.

The total cost of operations, maintenance and improvements ending March 31, 1988 was $1,162,735.01.

Ferries in Operation — Fiscal Year 1987-88

	Sec.	Twp.	Rge.	Mer.
South Saskatchewan River:				
Estuary	11	23	28	3
Lemsford	10	24	23	3
Lancer	28	23	21	3
Riverhurst	32	22	7	3
Clarkboro	1	39	4	3
Hague	31	41	2	3
St. Laurent	16	44	1	3
Weldon	33	48	22	2
North Saskatchewan River:				
Paynton	2	47	20	3
Wingard	7	46	3	3
Cecil	22	49	24	2
Saskatchewan River:				
Cumberland House	Lat. 53° 55'		Long. 102° 16'	

Periods of Ferry Services - 1987

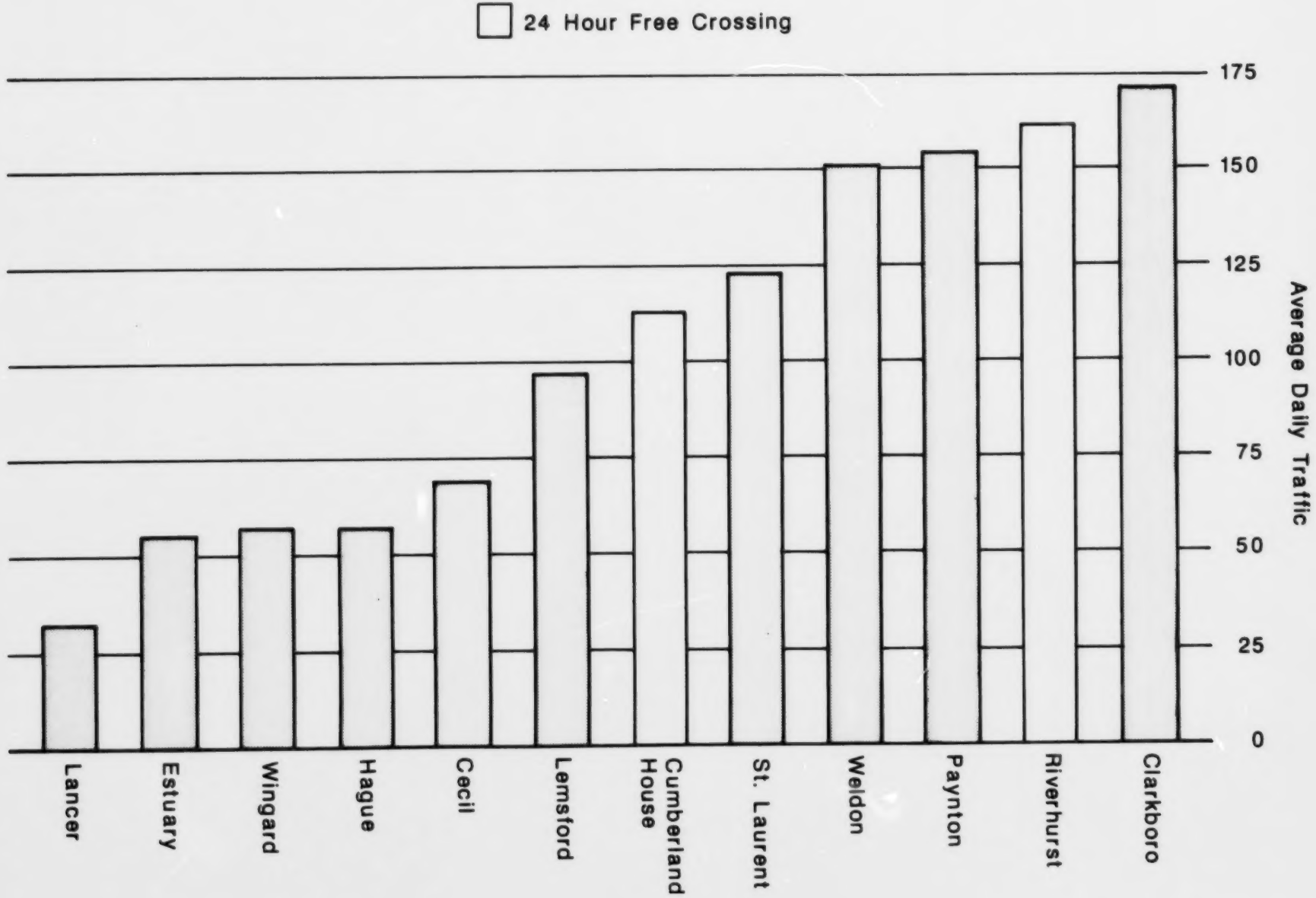
Ferry	Service Commenced	Service Suspended	Days Not Operating
South Saskatchewan River			
Estuary	April 11, 1987	November 16, 1987	0
Lemsford	April 11, 1987	November 16, 1987	0
Lancer*	April 9, 1987	November 16, 1987	22
Riverhurst	April 17, 1987	December 30, 1987	0
Clarkboro	April 18, 1987	November 17, 1987	0
Hague*	April 21, 1987	November 17, 1987	21
St. Laurent	April 16, 1987	November 17, 1987	0
Weldon	April 23, 1987	November 17, 1987	0
North Saskatchewan River			
Wingard	April 21, 1987	November 16, 1987	0
Cecil	April 21, 1987	November 16, 1987	0
Paynton*	April 19, 1987	November 11, 1987	8
Saskatchewan River			
Cumberland House	April 18, 1987	November 18, 1987	0

*** Interruption in service was due to low water levels and sand bars.**

Ferry Traffic 1987-88

Ferry Name	Number of Cars	Number of ½-Ton Trucks	Number of Trucks	Number of Buses	Number of Tractors	Number of Self-Propelled Machinery	Total Number of Vehicles
Cecil	4,498	8,233	1,277	13	361	177	14,559
Clarkboro	17,438	17,288	1,322	9	224	228	36,509
Cumberland House	7,861	15,661	950	47	119	149	24,787
Estuary	2,902	7,703	1,044	2	397	113	12,161
Hague	4,615	5,093	457	0	233	447	10,845
Lancer	2,190	3,950	203	6	34	6	6,389
Lemsford	8,758	10,740	1,260	133	125	206	21,222
Paynton	9,560	11,704	9,936	42	168	104	31,514
Riverhurst	20,259	16,414	4,714	57	107	51	41,602
St. Laurent	13,476	11,147	834	750	127	206	26,540
Weldon	11,816	16,254	2,517	13	745	108	31,453
Wingard	4,877	5,397	1,045	62	214	191	11,786
Total	**108,250**	**129,584**	**25,559**	**1,134**	**2,854**	**1,986**	**269,367**

Average Daily Traffic For Ferry Crossings (1987)



Bridge Services

The Bridge Services Branch, located in Regina, administers a program under which technical and financial assistance is provided to rural municipalities for the construction and maintenance of municipal bridges within their jurisdiction.

Technical assistance consists of carrying out inspections, engineering designs, determining load carrying capacities and providing recommendations on bridge problems.

Financial assistance is provided at rates varying from 20% to 80% for bridges from 6 m to 30 m in length. For bridges greater than 30 m in length, all construction and maintenance costs are borne by the Department.

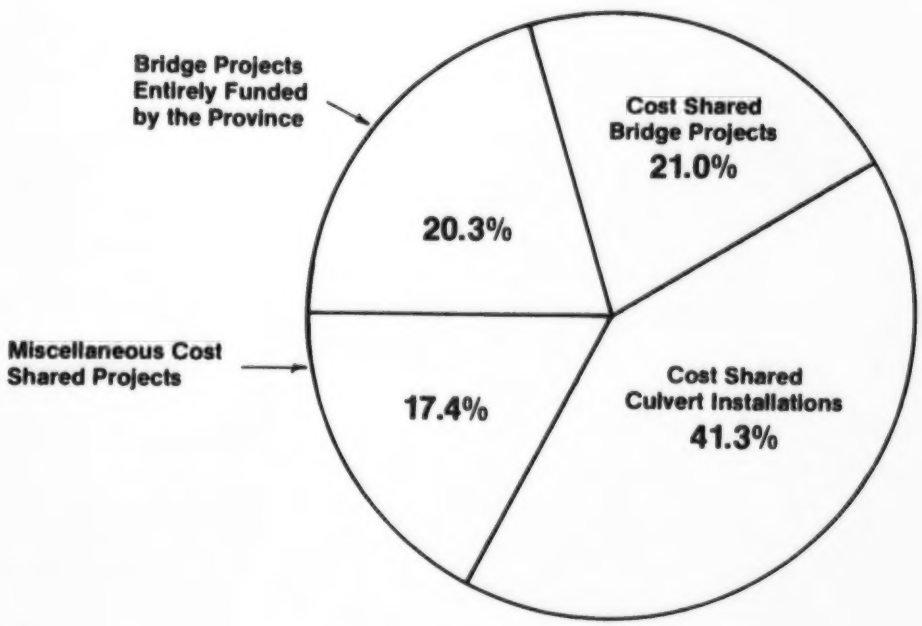
During the 1987-88 fiscal year, project expenditures totalled 1.9 million. Financial assistance was provided to 81 rural municipalities on 145 projects. As in the past, priority was given to bridge projects on designated roads, such as primary grid, grid and main farm access, because of the greater traffic volumes and to co-ordinate the bridge construction with the new road construction. However, approximately 52% of the total expenditures were made for projects on local municipal roads. Approximately 15% of the total expenditures were made on larger bridge projects with the Department paying 100% of the costs for these projects.

Under the direction of the Bridge Services Branch, construction and repair for the majority of municipal bridges was carried out by the bridge construction crews of Saskatchewan Highways. Culvert installations were carried out either with municipal equipment or by road construction contractors under the supervision of district staff.

Because of the present economic advantage, the use of corrugated steel culverts in lieu of bridges continued to be a popular choice, particularly in view of the availability of helical corrugated steel culverts.

During the 1987-88 fiscal year, 154 bridge inspections were carried out by the branch, with corresponding reports and recommendations being forwarded to the municipalities. In addition to the design of new drainage structures, work also included making construction and repair arrangements. Design and construction arrangements were also provided for 1 project undertaken by the Saskatchewan Water Corporation.

Bridge Program Expenditures (1987-88)



Summary of Bridge Program (1987-88)

Construction — Large Bridges (100% Funded)

Rural Municipality	Location	Description
Torch River No. 488	On a municipal road, south of Love over White Fox River.	3 span bridge, 45 km long, concrete and timber.

Total — 1 Large Bridge (Over 30 m)

Construction — Standard Pile Bridges

Spans & Total Length	No. of Projects
1 span, 9 metres	1
1 span, 12 metres	3
1 span, 15 metres	2
3 spans, 24 metres	1
Total - Standard Pile Bridges	**7**

Construction — Large Corrugated Steel Culverts

Culvert Diameter	No. of Projects
2000 mm	1
2200 mm	7
2400 mm	15
2700 mm	6
3000 mm	9
3360 mm	1
3670 mm	3
4920 mm	1
Total — Large Culverts	**43**

Bridge Maintenance Projects

Total Length	No. of Projects
6 metres	7
12 metres	9
18 metres	11
24 metres	6
30 metres	1
32 metres	2
36 metres	1
38 metres	1
42 metres	2
54 metres	2
Current Repairs	3
Total Repair Projects	**45**

Miscellaneous Bridge Projects

Description	No. of Projects
Small Culverts in Lieu of Bridges	17
Low Level Crossings	8
Erosion Protection	3
Pave Decks	3
Supplementary Capacity	3
Site Surveys	2
Channel Improvements	1
Culvert Extension	1
Bridge Raise	1
Total Miscellaneous Projects	**39**

Financial assistance was also provided on the remaining costs for 10 projects previously undertaken.

Road Services

The Road Services Branch consists of a Director and Assistant Director located in Regina, with six district offices located throughout the province. The Regina office supervises the six districts and provides advice and guidance on technical and administrative matters and establishes and interprets branch policies and standards.

The Road Services Branch of the Department of Rural Development provides technical and financial assistance to municipalities for the construction, oil surfacing and maintenance of designated roads according to program eligibility.

The designated road programs administered by the branch include the following:

Grid Roads — this program, consisting of an all-weather road system of inter-connecting munipical roads, initially began in 1956 with 19,000 km and later expanded to 26,000 km. Although construction was completed by April, 1976, maintenance assistance is still provided on 18,100 km.

Primary Grid Roads — this program began officially in 1977 and consists of 8,711 km of the more important grid and main farm access roads. Construction and oil surfacing assistance are available for all primary grid roads.

Main Farm Access Roads — this program of 30,526 km began in 1967 as a secondary grid system to provide all-weather access roads to as many farm sites as possible.

Regional Park Roads — designated roads to regional parks are eligible for construction and oil surfacing assistance.

Oil and Industrial Access Roads — this program provides assistance for those roads carrying a large amount of traffic associated with the oil or other industries.

Resort Roads — this program provides assistance for roads that carry a substantial amount of tourist traffic, particularly during the summer months.

Indian Reserve Access Roads — this program began in 1979 and provides assistance for construction of access roads to Indian Reserves.

Indian Reserve Roads — this program involves designated roads on Indian Reserves. Construction costs are shared between the federal and provincial governments.

Engineering services are available through six district offices located in North Battleford, Saskatoon, Prince Albert, Yorkton, Weyburn and Swift Current.

Design and Engineering

The district engineering staff of the Department carried out alignment surveys, drainage, special and related construction surveys in 225 rural municipalities, 6 urban municipalities and 4 Indian Reserves. Complete road designs and construction engineering were provided on 18.0 km in 13 rural municipalities.

A total of 1,321.3 km of road designs were submitted by consulting engineers to district offices for checking and approval by our staff.

Pavement designs for 7.9 km were also reviewed and approved for the Heavy Haul-High Volume road program.

Construction

During this season, 177 rural municipalities constructed a total of 1,054.1 equivalent kilometres of designated roads. This total is made up of 421.6 km of primary grid, 576.3 km of main farm access, 2.9 km of regional park, 17.2 km of resort and 35.5 km of industrial access.

The excavation price of projects tendered in 1987 varied from a low 65¢/m³ in the Weyburn district to a high of $1.25/m³ in the Prince Albert district, with a provincial average of 84¢/m³. The average cost of construction on roads built to main farm access standard was $18,100/km and the average cost of construction for primary grid roads was $22,100/km.

The average cost of construction contracts tendered in 1987 amounted to $83,500 per contract.

Total construction during 1987 in all programs decreased to 1,425 km from 1,550 km the previous year.

During the 1987 season, major changes were made in constructing 4.0 km of primary grid road in the R.M. of Rosedale No. 283 in the Saskatoon district. The original road consisted of a six curve diversion along a part of Brightwater Creek. A grid road intersection on a curve and a canal crossing with a super elevated bridge on another curve were serious traffic safety concerns.

The curves were eliminated by constructing the new road on the proper road allowance. To avoid six creek crossings, 1.4 km of major creek rechannelling was required and a new 24.0 m bridge was constructed. For the canal crossing, the existing 6.0 m bridge was replaced by a 2400 mm diameter culvert.

The 4.0 km of road construction cost $238,600, with another $143,400 spent for the two major drainage structures.

Reconstruction

During the 1987 season, 90 R.M.s reconstructed the equivalent of 370.4 km of the designated road system. This reconstruction is made up of 277.7 km of grid, 60.8 km of main farm access, 11.4 km of industrial access road, 8.2 km of regional park road and 12.0 km of resort road. The number of kilometres reconstructed continues to increase each year.

Heavy Haul and High Volume Road Program

Effective, June, 1985 this program was introduced to service industries in rural municipalities. During the year, 58.1 km were constructed and 7.9 km surfaced under this program. Municipalities in four districts participated in the program in 1987.

Participation was high again in the North Battleford district where four R.M.s graded 22.1 km under the Heavy Haul-High Volume program. In the Saskatoon district, four R.M.s also participated, grading 21.1 km. All of the 7.9 km of Heavy-Haul paving was also in the Saskatoon district.

In the Prince Albert district, 9.3 km of High Volume Resort road was constructed at a total cost of $356,500. This road carries daily traffic volumes of up to 500 vehicles during the summer and serves several popular resort areas on Christopher, Emma and Anglin Lake.

Oil Surfacing

59.0 km of oil surfacing were completed under the Primary Grid and Regional Park programs. 10 R.M.s participated in the two programs.

The cost of all oil surfacing in 1987 averaged $34,100/km.

Regravel Program

In 1986 the department introduced a program to assist municipalities on the cost of regravelling the designated road systems. The department paid 50% of the cost to apply up to 100 yd^3 of gravel per mile on all constructed designated roads.

In 1987, 292 municipalities participated, regravelling 28,588 km of designated roads at a total cost of $7,914,298.

Oil Surfacing Maintenance

In 1987, 96 rural municipalities and 65 urban municipalities were eligible to receive oil surfacing maintenance assistance on roads surfaced under the Primary Grid or Regional Park programs. 50% assistance was paid to rural and urban municipalities on a total expenditure of $1,963,844 for oil surfacing maintenance.

Regular Maintenance

In 1987, 641.2 km of road was eligible to receive maintenance assistance of $180/km. 2,522.3 km were eligible to receive $130/km and 21,044.3 km were eligible to receive $90/km for maintenance on constructed roads in the grid, primary grid, regional park, resort and industrial access programs. In addition, 24,251.4 km of main farm access road were eligible to receive $60/km for maintenance assistance. The department paid a total of $3,757,011 in road maintenance grants to municipalities.

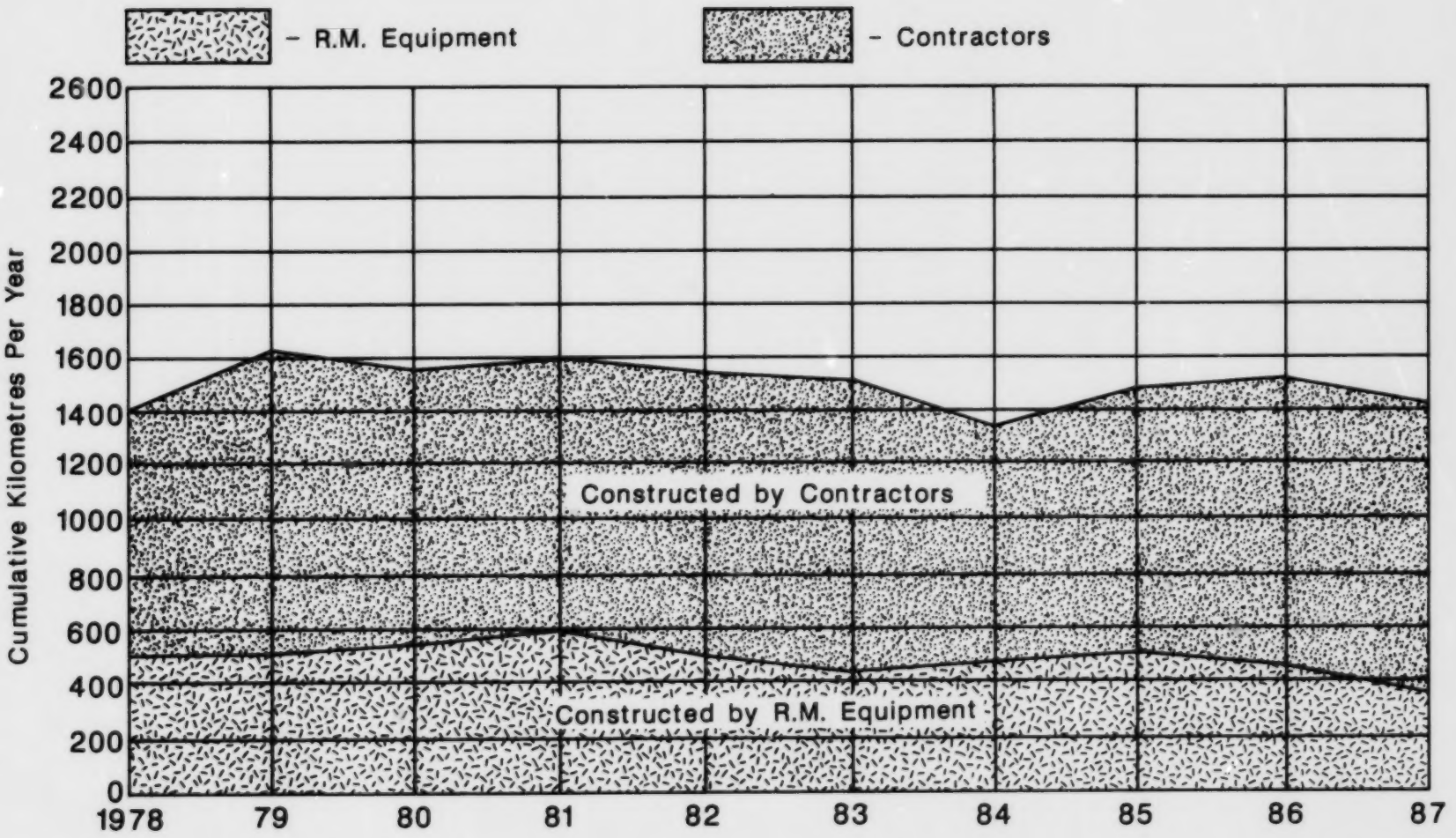
All 299 R.M.s were eligible for assistance under the above maintenance programs. As well, 252 cities, towns and villages were eligible for maintenance assistance on 250.5 km under the same road programs.

Roads on Indian Reserves

The department assisted on the construction of 7.9 km of primary grid on one Indian Reserve. As well, 0.8 km of grid road were reconstructed on one Indian Reserve in 1987.

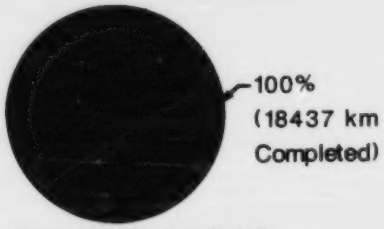
In 1987, 42 Indian Reserves were eligible to receive regular maintenance assistance on 380.3 km of primary grid, resort and grid roads.

Annual Construction – All Programs

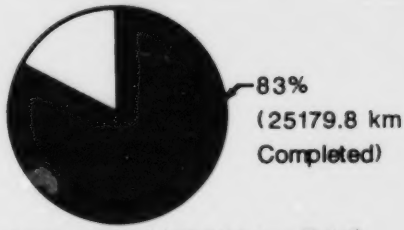


Completion Status of Designated Road Programs to the year ending March 31, 1988

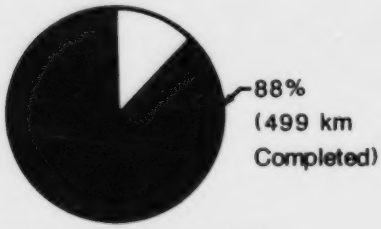
Percentage Completed



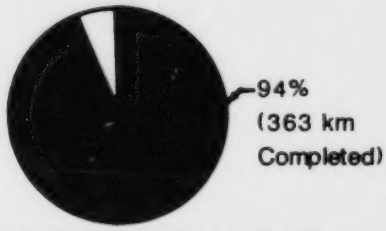
Grid Road (18437 km Total)



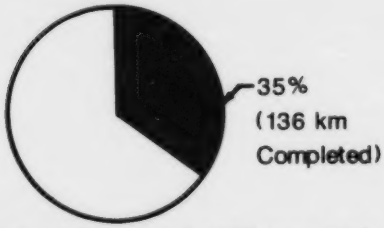
Main Farm Access Road (30526 km Total)



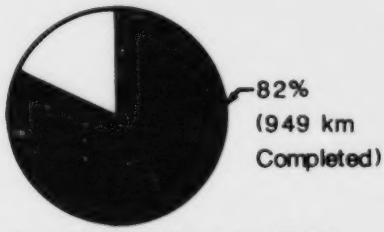
Resort Road (569 km Total)



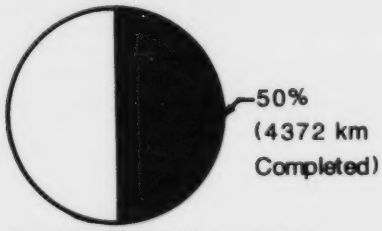
Regional Park Road (385 km Total)



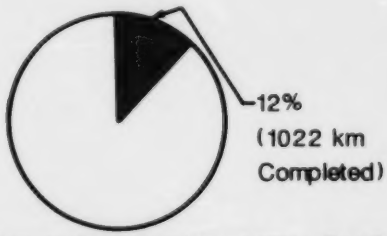
Surfaced Regional Park Road (385 km Total)



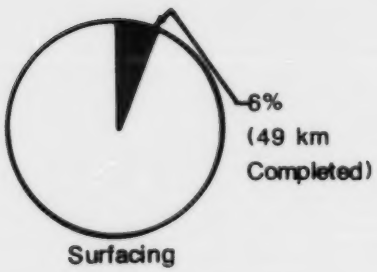
Industrial Access Road (1160 km Total)

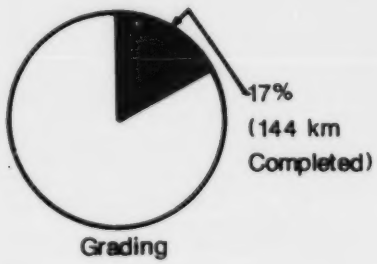


Primary Grid Road (8700 km Total)

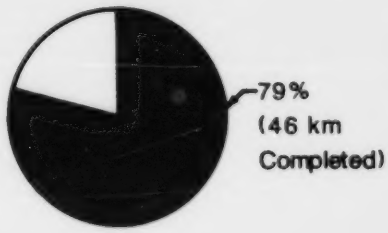


Surfaced Primary Grid Road (8700 km Total)





Heavy Haul – High Vol. Road (871 km Total)



Indian Reserve Access Road (58 km Total)

Summary of Road Statistics

Programs	Equivalent in system Constructed to March 31, 1988	Equivalent km Constructed in 1987-88	Estimated km Remaining to Construct March 31, 1988
Construction			
— Grid	18,107.0	—	—
— Main Farm Access	25,040.0	576.3	5,315.0
— Regional Park	363.2	2.9	61.2
— Resort	494.5	17.2	82.5
— Industrial Access	949.5	35.5	192.1
— Indian Reserve Access	46.3	—	17.2
— Primary Grid	4,023.9	406.6	4,856.6
— Primary Grid/Regional Park	237.1	7.3	—
— Primary Grid/Resort	34.1	0.4	—
— Primary Grid/Industrial Access	41.6	—	—
— Urban Access	—	—	—
Subtotal	**49,337.2**	**1,046.2**	**10,524.6**
— Grid/Indian Reserve	329.5	—	—
— Main Farm Access/Indian Reserve	138.6	—	236.4
— Resort/Indian Reserve	4.2	—	—
— Primary Grid/Indian Reserve	35.3	7.9	3.2
Subtotal	**507.6**	**7.9**	**239.6**
Total	**49,844.8**	**1,054.1**	**10,764.2**
Reconstruction			
— All Programs	2,760.4	370.4	N/A
Oil Surfacing			
— Grid	217.8	—	—
— Main Farm Access	82.3	—	—
— Primary Grid	875.3	48.3	7,777.7
— Primary Grid/Regional Park	119.6	6.4	—
— Primary Grid/Industrial Access	26.0	—	—
— Regional Park	135.9	4.3	236.9
— Resort	9.3	—	—
— Industrial Access	16.1	—	—
Subtotal	**1,482.3**	**59.0**	**8,014.6**
— Primary Grid/Indian Reserve	1.1	—	45.3
Total	**1,483.4**	**59.0**	**8,059.9**
Heavy Haul and High Volume			
— Construction	138.4	58.1	673.4
— Surfacing	48.7	7.9	813.3

Kilometres Oil Surfaced in Year Ending March 31, 1988

Road Program		100%	Equiv.
Regional Park	2 R.M.s 2 R.P.s	3.8	0.0
Regional Park (Urban)	1 R.M. 1 R.P.	0.5	0.0
Primary Grid	10 R.M.s	43.2	4.4
Primary Grid (Urban)	2 R.M.s 2 Towns	0.7	0.0
Primary Grid-Regional Park	2 R.M.s 2 R.P.s	5.4	1.0
Total		**53.6**	**5.4**

Total Kilometres Oil Surfaced to March 31, 1988

Road Program		100%	Equiv.	Oil Surfaced km Remaining in System
Grid	42 R.M.s	407.8	0.0	208.9
Grid (Urban)	24 R.M.s 25 Towns	15.1	0.0	8.9
Grid-Indian Reserve	1 R.M. 1 I.R.	1.1	0.0	0.0
Main Farm Access	11 R.M.s	33.9	0.0	77.2
Main Farm Access (Urban)	8 R.M.s 8 Towns	3.5	0.0	5.1
Regional Park	45 R.M.s 40 R.P.s	209.6	0.5	127.4
Regional Park (Urban)	11 R.M.s 12 R.P.s	7.1	0.0	8.5
Resort	4 R.M.s	7.2	0.0	9.3
Resort (Urban)	1 R.M. 1 Town	2.5	0.0	0.0
Industrial Access	3 R.M.s	27.4	0.0	16.1
Primary Grid	70 R.M.s	689.9	0.0	834.8
Primary Grid (Urban)	44 R.M.s 48 Towns	35.2	0.0	40.5
Primary Grid Indian Reserve	1 R.M. 1 I.R.	0.0	0.0	1.1
Primary Grid Regional Park	23 R.M.s 17 R.P.s	156.3	0.0	115.5
Primary Grid Regional Park (Urban)	7 R.M.s 7 R.P.s	2.9	0.0	4.1
Primary Grid Industrial Access	2 R.M.s	14.0	0.0	25.3
Primary Grid Industrial Access (Urban)	1 R.M. 1 Town	0.7	0.0	0.7
Total		**1,620.3**	**1.0**	**1,483.4**

Reconstruction in the Year Ending March 31, 1988

		Grading and Gravelling (km)	
Road Program		100% Complete	Partial Construction (Equiv. km)
Grid	74 R.M.s	72.4	201.8
Grid (Urban)	4 R.M.s 4 Towns	1.9	0.8
Grid — Indian Reserve	1 R.M. 1 I.R.	0.0	0.8
Main Farm Access	28 R.M.s	13.6	47.2
Regional Park	3 R.M.s 3 R.P.s	0.0	8.2
Resort	1 R.M.	0.0	7.7
Primary Grid Resort	1 R.M.	4.3	0.0
Resort (Urban)	1 R.M. 1 Town	0.3	0.0
Industrial Access	5 R.M.s	5.4	6.0
Total		**97.9**	**272.5**

Total Reconstruction to March 31, 1988

Road Program		Grading and Gravelling (km) 100% Complete	Partial Construction (Equiv. km)
Grid	232 R.M.s	2104.6	216.8
Grid (Urban)	22 R.M.s		
	23 Towns	15.2	0.8
Grid — Indian Reserve	4 R.M.s		
	7 I.R.s	55.8	0.0
Main Farm Access	104 R.M.s	237.7	49.6
Main Farm Access (Urban)	1 R.M.		
	1 Town	0.1	0.0
Main Farm Access Indian Reserve	1 R.M.		
	1 I.R.	1.0	0.0
Regional Park	8 R.M.s		
	8 R.P.s	25.9	8.1
Resort	7 R.M.s	10.3	7.7
Resort (Urban)	1 R.M.		
	1 Town	0.3	0.0
Primary Grid Resort	1 R.M.	4.3	0.0
Industrial Access	15 R.M.s	65.6	5.3
Urban Access	2 R.M.s	14.4	0.0
Primary Grid	2 R.M.s	0.8	0.0
Total	*	**2536.0**	**288.3**

*** Of the equivalent 2824.3 km of designated road reconstructed to date, 2760.4 km remain in the system.**

Heavy Haul and High Volume Road Program Kilometres Oil Surfaced in Year Ending March 31, 1988

Road Program		100%	Equiv.
Heavy Haul and High Volume	3 R.M.s	4.0	3.9

Heavy Haul and High Volume Road Program Total Kilometres Oil Surfaced to March 31, 1988

Road Program		100%	Equiv.	Oil Surfaced km Remaining in System
Heavy Haul and High Volume	10 R.M.s	46.5	2.2	48.7

Heavy Haul and High Volume Road Program
Reconstruction in the Year Ending March 31, 1988

		Grading (km)	
Road Program		**100% Complete**	**Partial Construction (Equiv. km)**
Heavy Haul and High Volume	20 R.M.s	89.3	55.1

Heavy Haul and High Volume Road Program
Total Reconstruction to March 31, 1988

		Grading (km)	
Road Program		**100% Complete**	**Partial Construction (Equiv. km)**
Heavy Haul and High Volume	13 R.M.s	7.6	50.5

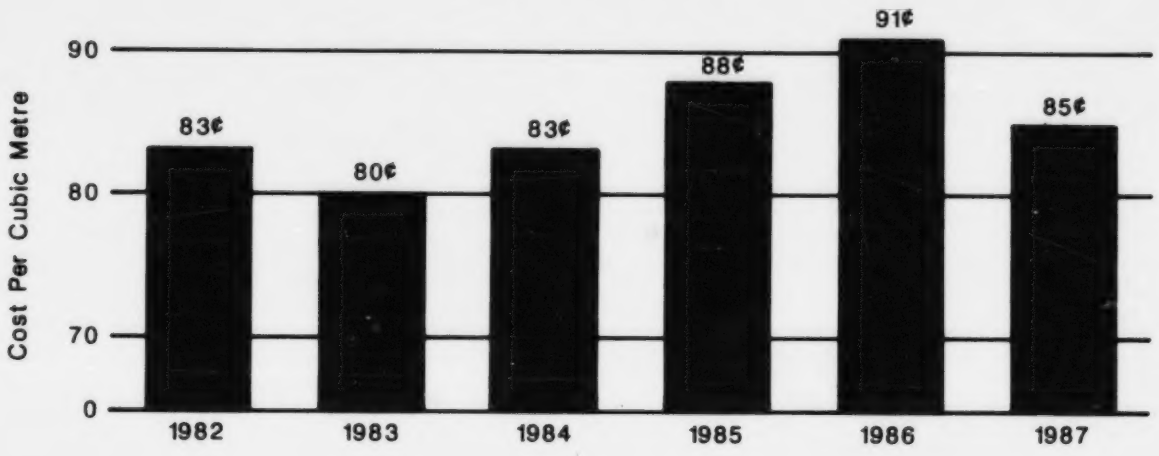
Total Construction to March 31, 1988

Road Program		Grading and Gravelling (km) 100% Complete	Grading and Gravelling (km) Partial Construction (Equiv. km)	Constructed km Remaining in System
Grid	298 R.M.s	26,048.1	0.0	18,022.5
Grid (Urban)	165 R.M.s			
	224 Towns/Villages	195.6	0.5	84.5
Grid — Indian Reserve	34 R.M.s			
	49 I.R.s	408.4	0.0	329.5
Main Farm Access	298 R.M.s	24,599.5	735.9	24,951.7
Main Farm Access (Urban)	97 R.M.s			
	112 Towns/Villages	86.8	3.6	88.5
Main Farm Access — Indian Reserve	23 R.M.s			
	29 I.R.s	126.4	0.0	138.6
Regional Park	64 R.M.s			
	57 R.P.s	174.5	2.3	353.5
Regional Park (Urban)	14 R.P.s			
	15 Towns/Villages	4.4	0.0	9.7
Resort	75 R.M.s	505.6	36.6	489.7
Resort (Urban)	9 R.M.s			
	10 Towns/Villages	7.4	0.0	4.8
Resort — Indian Reserve	2 R.M.s			
	2 I.R.s	4.2	0.0	4.2
Industrial & Oil Access	61 R.M.s	833.0	27.6	946.5
Industrial & Oil Access (Urban)	4 R.M.s			
	4 Towns	2.7	0.0	3.0
Urban Access	13 R.M.s	79.1	0.0	0.0
Urban Access (Urban)	6 Towns/Villages	4.2	0.0	0.0
Indian Reserve Access	11 R.M.s	43.2	3.1	46.3
Primary Grid	226 R.M.s	3,113.8	398.9	3,964.5
Primary Grid (Urban)	68 R.M.s			
	75 Towns	35.6	1.4	59.4
Primary Grid Regional Park	31 R.M.s			
	24 R.P.s	145.5	17.2	231.3
Primary Grid Regional Park (Urban)	10 R.M.s			
	10 Towns	0.7	0.0	5.8
Primary Grid Resort	3 R.M.s	26.6	0.0	34.2
Primary Grid Industrial Access	6 R.M.s	39.3	0.0	40.9
Primary Grid Industrial Access (Urban)	2 R.M.s			
	2 Towns	1.5	0.0	0.7
Primary Grid Indian Reserve	4 R.M.s			
	4 I.R.s	31.7	3.6	35.3
Total		**56,517.8**	**1,230.7**	**49,845.1**

Construction in the Year Ending March 31, 1988

Road Program		Grading and Gravelling (km) 100% Complete	Partial Construction (Equiv. km)
Grid	0 R.M.s	0.0	0.0
Main Farm Access	128 R.M.s	55.0	518.3
Main Farm Access (Urban)	5 R.M.s		
	5 Towns	1.6	1.4
Main Farm Access Indian Reserve	0 R.M.s		
	0 I.R.s	0.0	0.0
Regional Park	2 R.M.s		
	2 R.P.s	0.0	2.4
Regional Park (Urban)	1 R.M.		
	1 R.P.	0.5	0.0
Resort	7 R.M.s	4.1	13.1
Industrial Access	12 R.M.s	15.9	19.6
Industrial Access (Urban)	0 R.M.s		
	0 Towns	0.0	0.0
Indian Reserve Access	0 R.M.s	0.0	0.0
Sub Total		**77.1**	**554.8**
Primary Grid	84 R.M.s	34.7	370.0
Primary Grid (Urban)	5 R.M.s		
	5 Towns	0.8	1.1
Primary Grid Regional Park	4 R.M.s		
	4 R.P.s	0.0	7.3
Primary Grid Regional Park (Urban)	0 R.M.s		
	0 R.P.s	0.0	0.0
Primary Grid Resort	1 R.M.	0.0	0.4
Primary Grid Industrial Access	0 R.M.s	0.0	0.0
Primary Grid Indian Reserve	1 R.M.		
	1 I.R.	3.9	4.0
Sub Total		**39.4**	**382.8**
Total		**116.5**	**937.6**

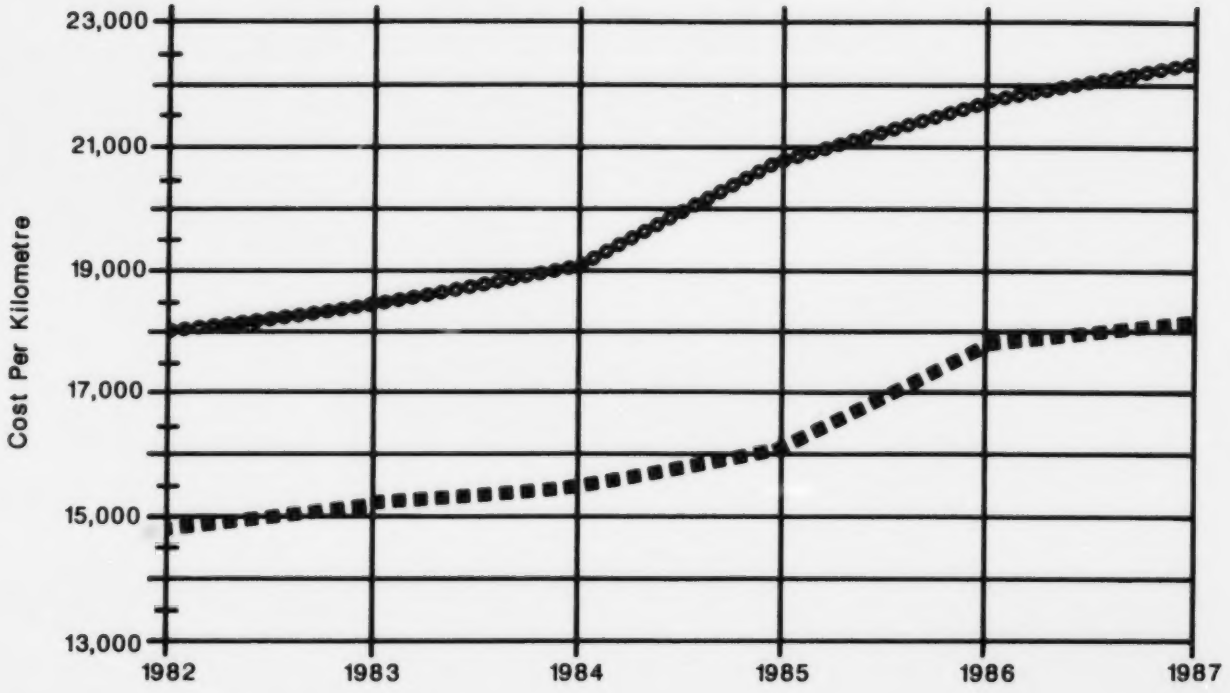
Average Cost of Excavation
(Tendered Contracts)



Average Annual Construction Costs

Primary Grid ●●●●●●●●●

Main Farm Access ■■■■■■■



Rural Development 1987 Grant Structure for Designated Roads

Type of Road	Construction	Extra Assistance	Maintenance Assistance	Reconstruction Assistance	Oil Surfacing Assistance	Remarks
Grid	Grid construction program discontinued as of April 1, 1976.	N/A	Maximum of $90.00 per km where traffic volume is 150 v.p.d. or less. A maximum of $130 per km where traffic volume exceeds 150 v.p.d. to a maximum of 250 v.p.d. A maximum of $180 per km where traffic volume exceeds 250 v.p.d. Maintenance grants paid on the basis of field reports.	Basic main farm access percentage. Extra 15% on costs over $9,000 per km. Grant earned forms part of construction allocation for designated roads.	N/A	Regravelling assistance 50% of actual costs for a maximum of 48 m^3/km. Accounts required.
Main Farm Access	Basic main farm access percentage. Based on equalization grant formulae. Varies from 40% to 60%.	Basic main farm access percentage. (a) Extra 15% on costs over $3,000 per km. (b) Extra 10% on costs over $6,000 per km.	Maximum of $60.00 per km. Maintenance grants paid on basis of field reports. Accounts not required.	Basic main farm access percentage. Extra 15% on cost over $9,000 per km. Grant earned forms part of construction allocation for designated roads.	N/A	Basic percentage may vary from year to year. Regravelling assistance. (Same as Grid)
Primary Grid	Varies from 50% to 70%. Main farm access percentage for individual municipality, plus 10% for construction to full primary grid standards. Main farm access percentage for individual municipality for construction to partial primary grid standards.	Extra 15% on costs over $9,000 per km for construction to full primary grid standards.	For subgrade and right-of-way maintenance, it is the same as 'Grid'. 50% assistance for oil surface maintenance.	(Same as under 'Construction' and 'Extra Assistance').	(Same as under 'Construction' and 'Extra Assistance').	Regravelling assistance (Same as Grid).
Roads on Indian Reserves	Rural Development pays 100% of initial construction and gravel. Province reimbursed 80%. Applies to main farm access, primary grid and resort.	N/A	Maximum of $60.00 per km divided between surfaced maintenance and right-of-way maintenance. Maximum of $70 per km on designated locations where traffic volume exceeds 150 v.p.d. Maintenance grants paid on basis of field reports. Accounts not required.	(Same as under 'Construction').	Primary grid only. (Same as R.M.)	Grant earned does not form part of construction allocation for designated roads. Regravelling assistance same as for construction maximum 140 m^3/km.
Indian Reserve Access	Rural Development pays 80% of initial construction and gravel.	N/A	(Same as M.F.A.)	N/A	N/A	Regravelling Assistance (Same as Grid).

Rural Development 1987 Grant Structure for Designated Roads

Type of Road	Construction	Extra Assistance	Maintenance Assistance	Reconstruction Assistance	Oil Surfacing Assistance	Remarks
Industrial Access (Include Oil Access)	Basic main farm access percentage.	(a) Plus 20%. (b) Extra 15% on costs over $3,000 per km. (c) Extra 10% on costs over $6,000 per km. (d) Maximum Rural Development share 80%.	(Same as Grid)	Basic main farm access percentage, plus 20%. Extra 15% on costs over $9,000 per km. Maximum Rural Development share 80%.	N/A	Regravelling Assistance (Same as Grid)
Resort	Basic main farm access percentage.	(a) Plus 15%. (b) Extra 15% on costs over $3,000 per km. (c) Extra 10% on costs over $6,000 per km. (d) Maximum Rural Development share 90%.	(Same as Grid)	Basic main farm access percentage plus 15%. Extra 15% on costs over $9,000 per km. Maximum Rural Development share 90%.	N/A	Regravelling Assistance (Same as Grid)
Regional Park Access	Basic main farm access percentage.	(a) Plus 30%. (b) Extra 15% on costs over $3,000 per km. (c) Extra 10% on costs over $6,000 per km. (d) Maximum Rural Development share 90%.	(Same as Grid for sub-grade and right-of-way) 50% assistance for the maintenance of oil surface.	Basic main farm access percentage plus 30%. Extra 15% on costs over $9,000 per km. Maximum Rural Development share 90%.	(Same as under 'Construction' and 'Extra Assistance').	Regravelling Assistance (Same as Grid)
Heavy Haul-High Volume	Basic main farm access percentage on incremental costs.	Plus 20% on incremental costs.	For subgrade and right-of-way, same as Grid. 50% assistance for oil surface maintenance.	N/A	(Same as under 'Construction' and 'Extra Assistance')	Grant earned does not form part of construction allocation for designated roads. Regravelling Assistance (Same as Grid)
Towns and Villages	70% assistance for all designated roads.	N/A	(Same as Grid) M.F.A. Roads receive the same assistance as in rural municipalities.	(Same as under 'Construction').	Primary grid and regional park access only. (Same as under 'Construction'). Recommend towns and villages co-operate with R.M. for oil surfacing maintenance.	Regravelling Assistance (Same as Grid)

Rural Development 1987 Grant Structure for Designated Roads

Type of Road	Construction	Extra Assistance	Maintenance Assistance	Reconstruction Assistance	Oil Surfacing Assistance	Remarks
Bridges	(a) Bridges over 30.5 metres in length: 100%. (b) Bridges 6 metres to 24.4 metres in length: Standard bridge assistance rate from 20% to 80% determined from formula based on number of bridge units and assessment, (e.g.) 20% = assess. of $815,000/unit or greater. For bridges on designated roads, assistance at the higher of standard bridge rate or appropriate main farm access rate, plus 10% for bridges on primary grid.	Bridges 24.4 metres to 30.5 metres are eligible for Extra construction assistance.	(a) Bridges over 30.5 metres in length: 100%. (b) Bridges 6 metres to 24.4 metres in length: R.M. pays first $200. Assistance on balance of costs at standard bridge assistance rate. For bridges on designated roads, assistance at the higher of the standard bridge rate or appropriate main farm access rate, plus 10% for bridges on primary grid.	N/A	N/A	Grant earned does not form part of construction allocation for designated roads.

Municipal Finance and Advisory Services

The main function of the Branch is to provide consultative and review services to elected and appointed rural municipal officials in all aspects of municipal law, administration and accounting.

These services are provided by mail, telephone and during periodic visits to municipal offices, during which time municipal records are inspected. Specific problems and alleged improper conduct of municipal operations are investigated. A report on each visit is subsequently prepared for submission to the Minister and to the Reeve of the rural municipality. The report indicates any deficiencies and recommends remedial procedures to improve municipal administration.

During the year detailed reviews of the records maintained by 28 municipal administrators applying for a Class "A" or Superior "A" Certificate of Qualification were conducted for the Board of Examiners. Members of the branch also conducted 42 routine reviews of municipal records and made 66 advisory calls at municipal offices. 11 special interviews were conducted with municipal officials and 13 council meetings were attended. Staff members expended 37 days attending conventions of the S.A.R.M. and the R.M.A.A. Municipal bylaws and tax cancellations submitted for Ministerial approval were processed and fidelity bonds for all rural municipal treasurers were monitored.

The Supervisor of Boundaries processed Orders for 5 new organized Hamlets, 3 additions, 1 deletion and 1 rescinding order. There were no orders processed to adjust boundaries for municipalities.

Where rural municipalities are unable to obtain the services of qualified administrators, the branch reviews each application and makes recommendations concerning the issue of permits to those rural municipalities employing unqualified persons as administrators.

Annual financial statements, submitted by municipal auditors, and other financial reports for all 299 rural municipalities are monitored to evaluate financial strength, identify statutory and administrative deficiencies and determine where assistance is required to ensure adequate financing of municipal programs. Information obtained from these sources is compiled for report to Statistics Canada.

The following statistical schedules have been prepared from the information contained in the financial statements of rural municipalities.

Consolidated Balance Sheet (In Dollars)
Rural Municipalities of Saskatchewan

Assets

	1986	1985	1981
Cash	52,384,213	49,884,422	33,152,989
Receivable	58,469,060	53,000,552	33,036,513
Investments	2,857,397	1,333,033	1,606,764
Loans and Advances	252,308	12,677,576	12,031,486
Tangible Assets	169,298,410	157,097,397	111,970,124
Other Assets	6,407,956	5,240,774	3,696,336
Total	**289,669,344**	**279,233,754**	**195,494,212**

Liabilities and Surplus

	1986	1985	1981
Short Term Borrowings	4,263,210	7,361,777	6,954,821
Payables	8,375,725	8,018,512	6,454,197
Other Liabilities	21,426,535	31,159,433	20,226,403
Assets Valuation Allowances	2,874,287	2,898,374	2,818,457
Reserves	18,471,744	14,757,033	6,779,540
Net Surplus	58,928,328	192,856,056	133,428,571
Equity	175,329,515	22,182,569	18,832,223
Total	**289,669,344**	**279,233,754**	**195,494,212**

Assets and Liabilities

The liquid financial position, which indicates the ability to meet current financial obligations of the revenue fund, was strengthened during the year. 250 rural municipalities had an operating surplus for the year and the operating of 49 rural municipalities resulted in a deficit. Reserves and surpluses continue to be maintained at an adequate level.

Saskatchewan Rural Development appreciates the continued co-operation and assistance received from local authorities, including the appointed municipal administrators, in dealing with municipal problems and supplying information for this segment of the annual repo[illegible].

Financial Statistics (In Dollars)
Rural Municipalities of Saskatchewan

Statement of Revenue

	1986	1985	1981
Taxes	98,594,169	94,384,549	70,507,382
Grants in Lieu of Taxes	2,054,322	1,785,719	1,014,496
Services to other Governments	87,642	121,626	110,508
Sales of Services	2,452,697	2,672,732	2,366,561
Other Revenues from own Sources	7,709,398	8,034,197	6,854,132
Unconditional Grants	17,414,878	16,780,166	13,601,666
Conditional Grants	41,179,232	35,087,607	25,212,248
Other Transactions	5,697,404	5,062,287	4,044,232
Total	**175,189,742**	**163,928,883**	**123,711,225**

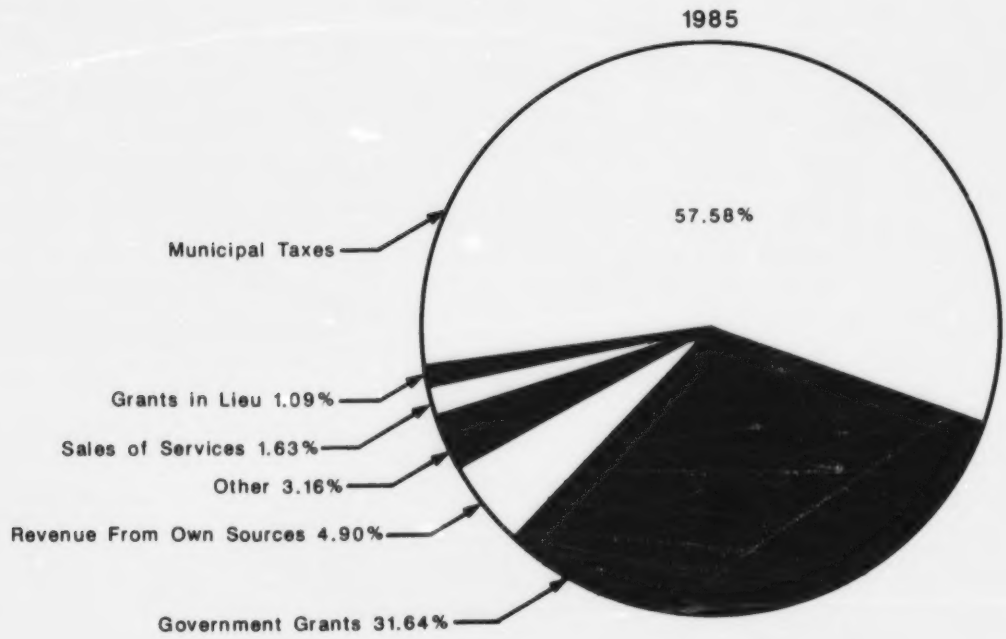
Statement of Expenditures

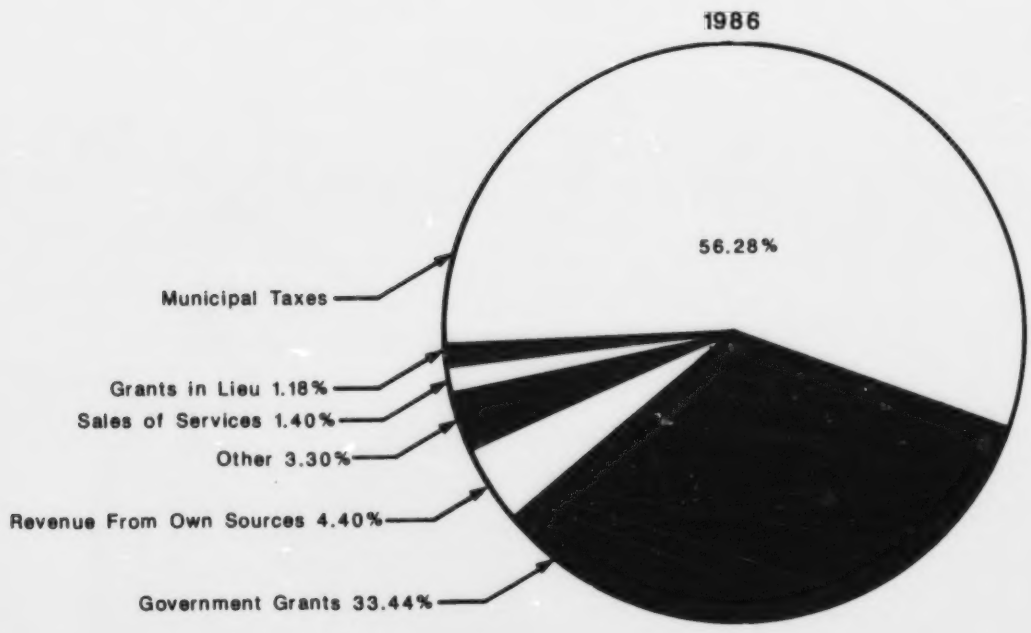
	1986	1985	1981
General Government Services	19,789,099	19,305,073	13,968,732
Protective Services	5,332,171	4,804,797	2,276,986
Transportation Services	107,800,067	104,097,392	78,233,301
Environmental Health Services	943,627	647,374	605,498
Health and Welfare Services	758,163	674,758	556,280
Environmental Development Services	1,412,327	1,469,385	1,223,666
Recreation and Cultural Services	2,991,645	2,923,459	1,831,998
Fiscal Services	29,519,540	27,282,451	21,328,616
Total	**168,546,639**	**161,204,689**	**120,025,077**
Net Surplus for the Year	**6,643,103**	**2,724,194**	**3,686,148**

Revenues and Expenditures

General revenues and expenditures increased in 1986. The total combined revenues of all rural municipalities for the year 1986 exceeded the combined expenditures by $6,643,103. Provisions for reserves exceeded transfers from reserves and surplus by $1,656,334. Surpluses on 1986 operations amounted to $6,441,784.

Revenues for Municipalities





Expenditures for Rural Municipalities